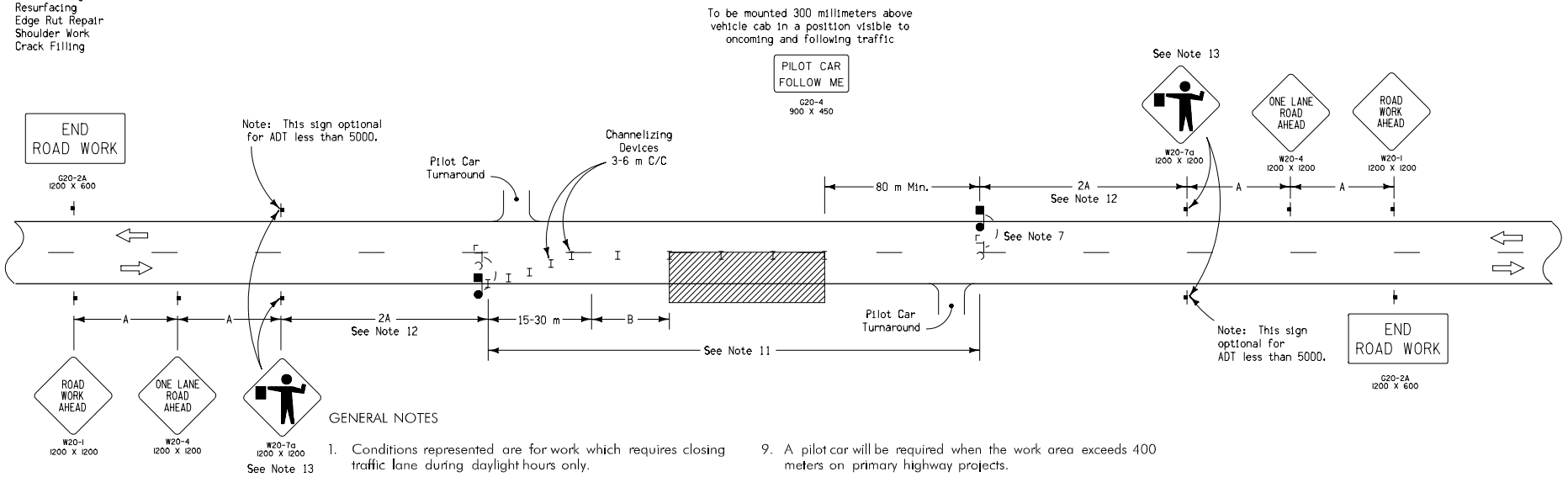
TWO-LANE ROADWAY

TYPICAL APPLICATIONS

Seal Coating
Resurfacing
Edge Rut Repair
Shoulder Work
Crack Filling



LEGEND

- Traffic Sign
- Flagger
- I Channelizing Device (Vertical Panel, Cone or Type I Barricade) (To be weighted)
- Work Area

SPEED LIMIT (See note 6)	Approximate Sign Spacing (in meters)	
	"A"	Minimum "B"
35 mph	75 m	30-60 m
45 mph	105 m	30-60 m
55 mph	150 m	60-90 m

GENERAL NOTES

1. Conditions represented are for work which requires closing traffic lane during daylight hours only.
2. No parking on opposite shoulder within 150 meters of work area.
3. Channelizing devices may be placed up to 0.6 meters beyond centerline only at specific locations where actual work activity is taking place. Channelizing devices shall be returned to the centerline when the work activity has passed.
4. In general, spacing of channelizing devices through a work area shall be as follows:
   (a) 5 meters where horizontal curve radius is less than 90 meters.
   (b) 15 meters where horizontal curve radius is from 90 to 300 meters
   (c) 36 meters for all other cases.
   (d) Where coreouts or holes exist within a given work area, an additional channelizing device will be placed just ahead of each.
5. Channelizing devices in a taper should be 3 to 6 meters. A minimum of 4 channelizing devices are to be used in the taper.
6. Speed limit refers to the legally established speed limit in miles per hour before construction.
7. The flagger shall stop the first vehicle from the position shown, then cross traffic lane to stop other vehicles.
8. An additional flagger shall be stationed at intersections or crossings within the work area to prevent vehicles from entering the work area against the flow of traffic.
9. A pilot car will be required when the work area exceeds 400 meters on primary highway projects.
10. Individual channelizing devices may be omitted during working hours in areas where placement interferes with the work. Channelizing devices on taper required at all times.
11. For projects in rural areas the distance between flaggers shall not exceed 4 kilometers for A.D.T. (Average Daily Traffic) of less than 2,500 and 3 kilometers for A.D.T. from 2,500 to 5,000. Distance between flaggers shall not exceed 2.5 kilometers for A.D.T. (Average Daily Traffic) greater than 5,000 vehicles. The contractor may extend the lane closure up to 1.5 kilometers with the following provisions:
   (a) the lane closure extension is permitted only during non-peak hours.
   (b) once the traffic control devices have been placed to extend the lane closure, the traffic control devices at the beginning of the traffic control shall be moved downstream to limit the work area to the distance defined in note 11.
12. The 2A distance may be increased to a 4A if traffic backs up into the advance signing area. This shall be limited to periods when such backups exist. The distances A and 2A shall be doubled for A.D.T. (Average Daily Traffic) greater than 4,000 vehicles.
13. The word message sign "FLAGGER AHEAD", W20-7 may be used as an alternate to the symbol sign shown on this layout.

All dimensions given in millimeters unless noted.

M METRIC VERSION

Iowa Department of Transportation
Highway Division

STANDARD ROAD PLAN **RS-4**

REVISION: Revise notes 11 and 12.

REVISION NO. 7

REVISION DATE 10-02-01

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APPROVED BY DESIGN METHODS ENGINEER

TRAFFIC CONTROL FOR LANE CLOSURE GREATER THAN 400 m IN LENGTH (SUITABLE FOR MOVING OPERATIONS)